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SOURCE Newspaper and periodical as indicated.

RAILROADS CONSUME 30 PERCENT OF COAL PRODUCTION

URGE IMPROVEMENT OF RR FUEL CONSUMPTION -- Gudok, No 43, 9 Apr 50

About 30 percent of the fuel produced in the USSR is consumed by railroad transport, and of this quantity more than 80 percent is burned in locomotive fireboxes. The cost of firing locomotives comprises about 20 percent of all the operating expenditures of the railroad systems.

In recent years railroad transport has achieved considerable success in saving fuel. In 1949, the expenditure of equivalent fuel per 10,000 gross-ton kilometers on the USSR railroad network was 9.7 percent less than the 1948 figure and 20 percent lower than the 1947 figure. In the Central, Western, Donets, and Northwestern railroad okrugs the 1949 expenditures were 24-27 percent less than the 1947 figures.

However, in 1949 more than 30 percent of the locomotive engineers on the network continually exceeded the norms for fuel consumption. The excess fuel consumed amounted to 2.7 percent of the total fuel consumption, and on the Volga, Central Asia, and Ural-Siberian okrugs, the figure was higher. This overexpenditure cost the state hundreds of millions of rubles and increased the cost of freight hauling on the network by 0.6 percent.

The locomotive engineers themselves are not the only persons to blame. Expenditure of fuel depends also on workers connected with traffic, track maintenance, communications, and other operations. In 1949 on the Moscow-Donbass System reduction of the speed of train traffic because of restrictions caused an overexpenditure of fuel amounting to more than 4 million rubles. On the Orenburg System about 37,000 tons of fuel were expended above the norm, and this overexpenditure increased the cost of freight hauling by 1.4 percent. On the South Donets System stops at closed signals alone caused an overexpenditure of fuel amounting to 1.6 million rubles. It has been calculated that on the average over the network each stop of a train costs 18 rubles just for the expenditure of additional fuel for starting up again, and a restriction requiring deceleration causes a loss of 16 rubles.

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The cost of a ton of equivalent fuel is determined according to the established fuel schedule, i.e., the proportion of the various types and sorts of fuel in the total fuel consumption. On the basis of this, the total fuel expenditures for depots, railroad systems, and okrugs is planned. However, the practice of changing the planned fuels schedule still exists on the railroad systems and causes an increase in the expenditure of funds. Planning organizations should set assignments and make all efforts to decrease the cost of coal.

This year the okrugs and railroad systems received the established fuel schedule only at the end of March, when the plans had already been drawn up. The lack of a planned price for one ton does not permit accurate accounting of the expenditures for locomotive firing. And without this accounting the cost of freight handling cannot be planned correctly.

It is necessary to determine the most efficient fuel schedule, on the basis of which it would be possible to supply bunkers with the right types of coal.

The price of fuel is determined at present by statistical data derived from the actual expenditure of monetary funds. The subdivision of this price into its component elements -- cost of preparation, hauling, and overhead expenses -- is not done. Such detailed accounting is found only in the lower organizational units. It is necessary that changes of the various elements of the price of fuel be controlled not only in the railroad systems, but also in the railroad okrugs and in the Ministry of Transportation.

The Ministry of Transportation makes overpayments to "Glavuglesbyt" (Main Administration of Coal Marketing) of more than 100 million rubles because the ash content of coals delivered does not correspond to the established norms. This also increases the cost of freight hauling.

The efficient compounding of coal mixtures permits large economies of fuel. On the Ryazan'-Ural System, for instance, the use of gas coals and long-flame coals in mixture with low-grade coals and anthracites has increased considerably the effectiveness of the low-grade coals and anthracites.

Planovoye Khozyaystvo, No 2, 1946

A reduction of only one percent in fuel expenditure of locomotives permits a saving for the national economy of not less than 500,000 tons of coal per year.

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